

Downtown Revitalization Committee
Meeting Minutes

Monday, September 20, 2010

5:30 p.m.

Newington Town Hall

- I. **Roll Call:** Members Present were: Chairman McBride, Mr. Banach, Mrs. Cohen, Mr. Lenares, Mr. Marocchini and Mr. Shields.

Others Present: Gary Fontanella and Dave Dickson Milone & Mac Broom project consultants; Town Engineer, Anthony Ferraro and Town Planner, Ed Meehan.

II. **Minutes**

June 21, 2010 Meeting: Mr. Shields moved that the minutes of the Committee's June 21, 2010 meeting be approved as presented, seconded by Mr. Marocchini and approved.

III. **Public Participation**

Rose Lyons, 46 Elton Drive made the following comments:

- Consider relocation of benches from facing west (back of buildings) to east (Cedar Mountain ridgeline)
- Can bike racks be placed at the green?
- What happened to the sign marking the parking lot as "Constitution Square?"
- Will the exit from the parking lot onto Constance Leigh be marked for two (2) lanes?

Bob Seiler, 83 Flagler Street made the following comments:

- Exit on Constance Leigh is too narrow for most vehicles.
- Numerous cars are being left overnight in the parking lot; "No Overnight Parking" signs should be installed.

IV. **Municipal Parking Lot Status Report**

Town Engineer Ferraro provided a summary of remaining items. The majority of the work is pavement markings, landscape plantings and traffic control signs. There are a couple of "bird bath" areas that the contractor needs to fix for proper drainage flows. Tom Shields expressed concern that the depth of soil for landscaped islands is not sufficient and should be checked.

Committee members requested that at its next meeting a report on expenditures be provided on the total project, for engineering, land acquisition and construction costs.

V. **Market Square Streetscape Project**

Milone and Mac Broom representatives, Gary Fontanella and Dave Dickson presented a preliminary "Engineer's Opinion of Probable Construction Costs" based on conceptual streetscape design that would feature granite curbing, bump out pavers, crosswalk pavers, decorative lights, sidewalk pavers, stone retaining walls. This is purely a preliminary cost estimate that the Committee can begin to use to evaluate design options. These options include two-way traffic with parallel parking on both sides; narrower travel lanes and wider sidewalks; median boulevard concept; and one-way angle parking concept layout. All of these design options have parking count and traffic flow impacts that need to be evaluated. The present on-street parking count is 60 to 70 vehicles but this will change with bump outs, crosswalks and pavement markings. The goal is to try to provide at least 65 parking spaces.

The interface of the Town street right of way work and private property will be critical for good drainage control, Streetscape appearance and project expenditures. There are numerous property owners to coordinate with to gain consensus on the streetscape design, construction boundary, shared costs and future maintenance responsibilities.

The Committee needs to give direction on its preference for:

- One-way traffic east bound with parallel parking on both sides.
- Two-way traffic with parallel parking on both sides.
- One-way traffic east bound with angle parking south side and parallel parking north side
- One-way traffic east bound with angle parking south side no parking on north side

VI. Public Participation Comments

Jay Amoruso (owns two properties on Market Square) cautioned the Committee to avoid reducing parking along Market Square, this is critical to businesses. Employees who park all day on Market Square must be directed to the parking lot. Streetscape improvement should extend to the face of building, this will require property owners to participate in improvements but the project will benefit and in the long run as will the businesses.

Bob Seiler reminded the Committee to consider trying to solve the Webster Bank driveway problem close to the corner of Main Street. Shared driveway with an adjacent property owner would be safer; design should take into account delivery trucks, dumpster access and CT Transit bus route.

Rose Lyons agreed that the Webster Bank driveway needs to be addressed, traffic pattern be kept simple, be cautious about removing too many trees and get Downtown Business Association to direct employees to use the municipal parking lot. Also, the two (2) hours parking limit should be enforced and the driveway next to Goldburgers is not safe.

VII. Remarks by Committee Members

Consensus was to continue to meet the third Monday of each month at 5:30 p.m. Recognizing that the budget is limited for this project, financial participation of abutting private property owners needs to be discussed.

VIII. Adjournment

The Committee adjourned at 7:35 p.m.

Submitted,

Edmund J. Meehan
Town Planner

Attachment: September 20, 2010 "Probable Construction Cost" – Preliminary Design Submission

Town Clerk
Town Website